GEOGRAPHIC NEWS BULLETINS

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Contents for Week of February 28, 1927. Vol. VI. No. 1.

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SELLING CHILE'S NATIONAL FLOWER, THE COPIHUE

(See Bulletin No. 1)

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Santiago, "Good Will" Flyers' Last Capital before Rounding South America

SANTIAGO, Chile, is the last capital on the west coast of South America to be visited by the American "Good Will" flyers who are circling South America.

Their itinerary calls for a stop at Talcahuano, Chile, 350 miles south of Santiago, and then Valdivia, 235 miles farther south. From Valdivia they plan to fly through a pass in the Andes to Neuquén, Argentina, and on to Buenos Aires.

But the flyers will find Santiago one of the most delightful of the twelve capitals which they have visited. Set San Francisco or Los Angeles down in the most beautiful inland portion of the Valley of California, give the Sierra Nevadas 4,000 feet more height and pile on them more generous caps of snow, and you will get a conception of the position, the lovely surroundings, and the climate of Santiago, capital of Chile.

A Bare Hill That Became a Park

Santiago, with its half million population, is fairly comparable in size to either of the two California cities as well as to Buffalo or to our own capital city, Washington. Among the Spanish cities of the world only Madrid and Barcelona in the Old World, and Buenos Aires and Mexico City in the New World, exceed it in size.

But it is not for size that admirers sing praises of Santiago. The city, like our own capital, has a subtle charm all its own. Much of this is due to its location. Many travelers agree that it has the most beautiful and inspiring setting of all the great inland cities of the world. It is situated near the upper end of a mountain-rimmed valley, 40 miles long by 20 wide. Ten miles to the east the Andes rise to heights greater than 18,000 feet, presenting a towering wall always snow-capped. On the west is a lower coast range, and to the south stretches a level expanse of fertile farming land divided into large estates.

Santiago is built on the plain, but within its limits rises a 400-foot hill covering several hundred acres, which has been made into one of the world's beautiful parks. Once nearly bare, the hill of Santa Lucia has been transformed into an enchanting modern hanging garden of groves and flower beds, winding roads and trails, cascades, terraces, sylvan theaters and observation kiosks. From its slopes one may obtain numerous charming views, while from its top Santiago lies spread out in lovely detail.

Main Street Is 350 Feet Wide

It is a city of low, flat-roofed buildings, for the style of Spain lies firmly upon it in all matters of habit and custom. But for all that, the old Spanish life has taken on a briskness that must be bred of the New World. There is a movement and bustle that modifies much of the influence of Old Spain, and which at the same time stamps Santiago unmistakably a metropolis.

The center of life in Santiago is the beautiful Alameda de las Delicias—"the tree-lined avenue of the delights"—which cleaves the city in two. Its great breadth of 350 feet is divided by four rows of stately trees. Down the center is

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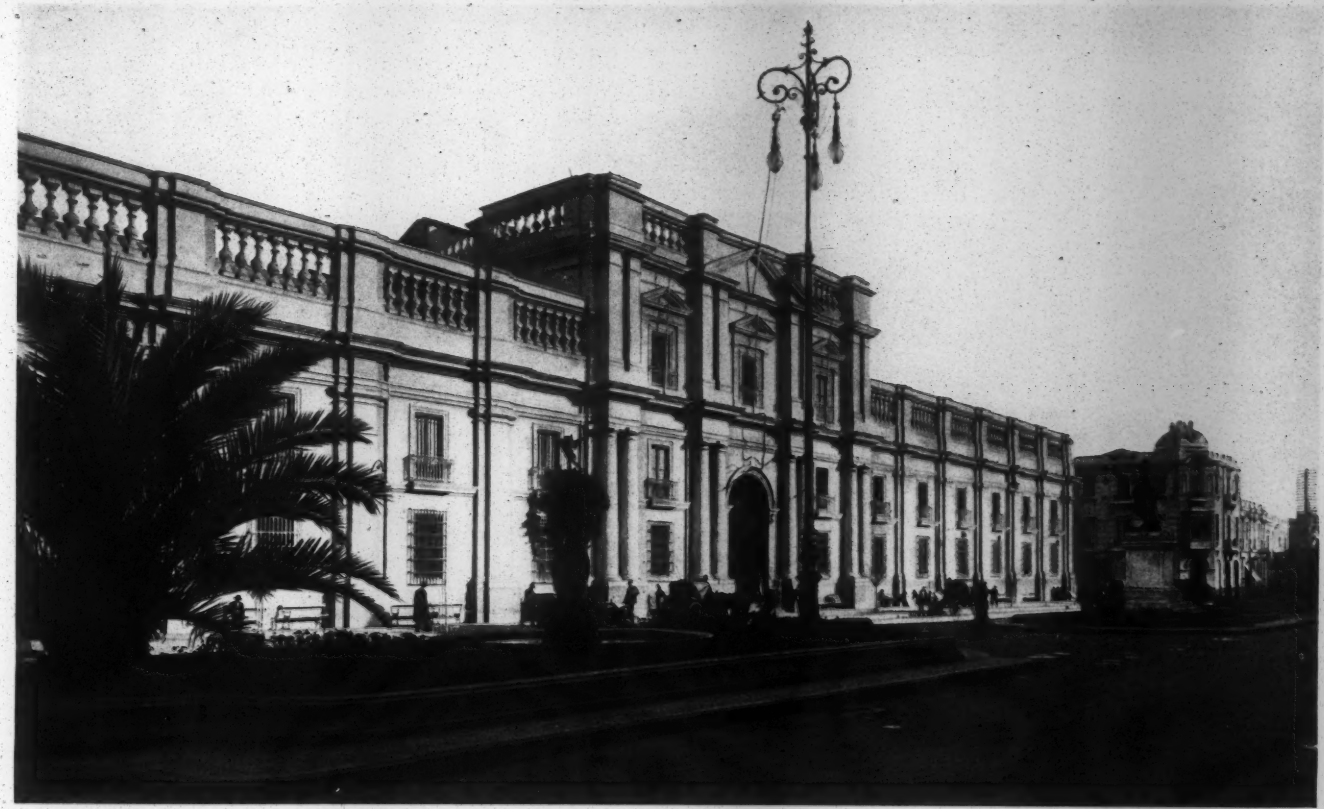

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THE CHILEAN WHITE HOUSE, SANTIAGO, WHERE THE AMERICAN FLYERS WILL BE RECEIVED

This palace, once the home of the national mint, is still known as the Palacio de la Moneda. "La Moneda" is now the official residence of the President. Here also are the offices of the Departments of the Interior, Foreign Relations, Finance, and of Justice and Public Instruction. The building was begun in 1786 and completed in 1805 (see Bulletin No. 1).

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In the Yucatan Peninsula, Where Sisal Has Been Made a Public Utility

SOMETHING new in public utilities has made its appearance in Mexico. In the Yucatan Peninsula a law has been declared making the production of sisal (another name is henequen fiber) a public utility. In the United States only street cars, electricity, gas, railroads and similar services are public utilities.

Sisal hemp is the principal product of the Mexican states, Campeche and Yucatan. Students of world trade believe these two states have a bright commercial future. Up to date, sisal fiber has been their chief source of wealth.

Campeche and Yucatan, together with the Territory of Quintana Roo, embrace the entire peninsula of Yucatan except a small portion of the east coast within the boundaries of British Honduras and a section of the heavily wooded interior owned by Guatemala. From the two peninsula states comes most of the world's supply of sisal hemp, which is second only to Manila hemp in lasting qualities and strength. The region also furnishes valuable timber, agricultural products and livestock.

Towns in Yucatan Must Be Built on Underground Streams

Although the greater part of the area of the peninsula is one vast plain at a low elevation, the two states are strikingly different in many respects. Campeche has fairly abundant rainfall and dense forests throughout its 18,000 square miles. Yucatan, on the other hand, unwatered by rivers or streams, presents a dreary aspect. Yet this dry soil region affords the chief source of wealth, henequen or sisal hemp. Yucatan is smaller in area than Campeche, yet, with 58,000 people, it has five times as large a population.

Despite the sparseness of its rainfall, Yucatan is not totally arid. Water can be found in any section of the state not far beneath the surface. Although there are no rivers of importance, the limestone formations underground are honeycombed with caves—termed locally "cenotes"—opening on subterranean streams. The Maya Indians knew of these caves and rivers ages ago and marked their courses on the surface of the ground with heaps of stones, never building their cities except along the flow of an underground stream. Every pueblo and ranch has its well and a constant supply of fresh cold water for drinking and irrigation purposes.

The fertility of the soil increases in the northeast and southern portions of the state, where there are thick forests of dye and cabinet woods. This is also the home of the beautiful Yucatan turkey and the venerated quetzal, the Mexican bird of paradise, sacred to some of the Indian tribes.

Yucatan Site of Famous Maya Civilization

With a coast line of 600 miles Yucatan has only two harbors, Progreso, the principal port, on the northern coast of the peninsula, and Sisal, an old abandoned port, a few miles farther west. The commercial world has given the name of this out-of-the-way port, Sisal, to henequen fiber, because it was first shipped from Sisal in considerable quantities. Sisal is the better harbor of the two, for Progreso has no more than an open roadstead, without shelter.

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the Paseo, a broad promenade, lined by many flower beds and statue-studded little parks, along which innumerable nursemaids herd romping children. On either side of the Paseo are the tracks of the electric street railway, and farther outside are broad driveways. Lining the Alameda are many of the finest residences and public buildings of the capital.

Santiago Has No Worries about Water Supply

The lover of fresh air comes into his own in Santiago's delightful climate. Great crowds promenade on the Paseo and in the plazas each evening. Most of the dwellings are of the Spanish type with open courts in the center, in which much of the family's time is spent. The street cars, even, are double-deckers, with the top deck seats open. Those who wish to climb the steps and enjoy the air and view pay a smaller fee than the passengers who ride on the lower level.

Few great cities are so fortunate as Santiago in respect to their water supplies. Sparklingly pure cold water from the high Andes is available in abundance within a few miles. The city could grow to a community of many millions without being faced with any great difficulty in obtaining water for which some North American municipalities have had to reach out hundreds of miles. Through the city runs the Mapocho River, whose floods were once a source of danger. Chilean engineers have tamed the river, however, confining it within a concrete channel, and it is now harmless.

Bulletin No. 1, February 28, 1927.

Form for Renewal of Bulletin Requests

Many requests for the GEOGRAPHIC NEWS BULLETINS were made for the year ending with this issue. If you desire the Bulletins continued kindly notify The Society promptly. The attached form may be used:

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National Geographic Society,
Washington, D. C.

Kindly send.....copies of the GEOGRAPHIC NEWS BULLETINS for the school year beginning with the issue of....., for classroom use, to

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Llanfairpwllgwyngyllgogerychwyrndrobwllllandysiliogogogoch

THERE is such a place, though practical map makers irreverently label it briefly "Llanfairpwllgwyngyll," or even merely "Llanfair P. G.," says a communication to the National Geographic Society by Ralph A. Graves.

This Welsh town on the Island of Anglesey is becoming popular as a vacation resort, and the citizens have fallen into an argument over its name. Some want the full name kept with every single vowel and consonant. Others would use the shorter form.

A Name That Means a Whole Paragraph

"The 58-letter title is its unabridged, honest-to-Cymric name, which means," writes Mr. Graves, "Church of St. Mary in a hollow of white hazel, near to a rapid whirlpool and to St. Tysilio's Church, near to a red cave."

Orthography may be one reason why so few of thousands of American tourists include Wales in their itinerary, though it is one of the most alluring regions of the British Isles.

"The average American traveler takes one glance at his guidebook or at the tourist-agency folder and decides to go to the English Lakes district, to Scotland, to the 'Lorna Doone' country, or—Paris.

"He lacks the courage to wrestle with such place names as Bettws-y-Coed, Bodelwyddan, Dwygyfylchi, Clwyd, Llandudno, Pwllheli, and Pen-y-Gwryd.

Rules of Pronunciation Are Easy, But Welsh Is Not

"If the traveler goes to a railway station to get his transportation, he cannot tell where he wishes to go. If a ticket agent in a tourist office asks whether he would prefer to go by this route or by that, with stop-over privileges here or there, the sounds convey to him no impression of any of the places he may have read about.

"He may have equipped himself in advance by studying some 'easy rule for pronouncing Welsh names,' such as 'To pronounce Ll, place the tip of the tongue back of the upper front teeth and blow through the side of the mouth; Ch is a strong guttural having no equivalent in English, but is a prolonged *k* (ach); W is oo, as in good.' But if ever he imagined he could remember such rules, he forgets their practical application the moment he hears glin-div'r-doo-i, meaning Glyndyfrdwy. It's so much simpler to go elsewhere!

No Tourist Waiting Line for Wales

"Consequently, at tourist agencies the Welsh window never has a waiting line, and few clerks are able to give one advice as to where to go, how long to stay, and how to come back.

"It is a pity, for within this little principality, having an area considerably smaller than New Jersey, one will find the loftiest peak and the finest mountain scenery of England and Wales; the loveliest waterfalls of the British Isles; beaches which rival those of Atlantic City, Deauville, or Brighton; streams that teem with trout and other fish dear to the heart of the angler; footpaths through vale and forest which cannot be surpassed in the Tyrol or the Pyrenees; and the gray ruins of tessellated towers and frowning bastions, each of which has its own tale

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Merida, the capital, a thriving city of 50,000, is on the site of the ancient Maya metropolis of Tihoo.

Yucatan is of especial interest to archeologists on account of the remarkable ruins of Maya civilization found there and throughout the peninsula. In the culture scale these Indians stood at the head of the American tribes. The remains of their prehistoric temples and cities are often of great beauty.

Better favored with natural resources, Campeche is handicapped by lack of labor and adequate means of communication. Great tracts of virgin forests and unutilized wealth and advantages await the stimulus of foreign capital and initiative. The seat of government, which has the same name as the state, is connected by railway with Merida, the Yucatan capital, and some of the plantations have light railways. Aside from these, however, the only means of transportation afforded are the second-rate roads and the small rivers when they fill to their banks during the rainy season.

One of the principal products of Campeche is logwood, a heavy red timber which contains a crystalline yellow substance called haematoxyline, used extensively in the dyeing trade and in coloring wines. The export in 1923 of this product alone was valued at more than a million pesos. Campeche stands second only to Yucatan in the production of henequen or sisal hemp, and such products as sugar cane, rice, tobacco, indigo and cotton. Many of the natives make a good livelihood manufacturing the so-called Panama hats, hammocks and tortoise-shell articles.

Campeche Fortified Against Pirates

Campeche, the capital, is a quaint old city of 18,000 inhabitants. Founded in 1540 by Francisco Montejo, it is, therefore, one of the oldest cities in America. During the adventuresome buccaneer days of the Spanish Main it was sacked repeatedly by pirates until bastioned and fortified walls were hastily erected.

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DRYING SISAL IN KENYA COLONY, AFRICA

Sisal is a native of Yucatan, Mexico, but East Africa now exports large quantities of it to the world's markets. Africa's capture of sisal, a New World plant, affords commercial revenge for Brazil's control of coffee, a native of Africa. A native will cut 1,000 sisal leaves a day for 10 cents. The fiber is used for twine, mats, and bags (see Bulletin No. 2).

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Livorno, Famous for Chickens and Hats, Expects an Industrial Boom

LIVORNO, Italy, has hopes of becoming a larger industrial center as the result of the discovery of rich iron ore deposits in the mountains back of the town.

Few American readers of this geographic news will be able to place Livorno. To make the problem more puzzling, it can be said that Livorno is already a reasonably large city. Its population numbers about the same as that of Albany, New York.

It is not that Livorno is unimportant. The answer of the problem lies in the habit of English-speaking people of taking liberties with foreign names. If a name does not quite suit our tongues or ears we give it one that does. Firenze, we have named "Florence"; Wien, we call "Vienna"; and to Livorno we have given the alias, "Leghorn."

Livorno and Panama Hats Have Borrowed Fame

When one finds that no such place as "Leghorn" really exists he is not quite through with his disillusionments. Put the question: What important article is manufactured in Leghorn?, and probably in nine cases out of ten the answer will be, straw hats. Nearly everyone has heard of Leghorn straws. But Leghorn, or Livorno, doesn't plait hats. Like Panama, which became famous for the closely woven hats of Ecuador merely because they passed through the Isthmus, Livorno has borrowed the fame of hats made in the interior of Tuscany, chiefly around Florence. They came out to the world through Livorno, so to that city their origin was popularly credited.

Livorno is a made-to-order port, and owes its existence to one of the Medici, Cosimo, Grand Duke of Tuscany, whose capital was Florence. A port near the mouth of the Arno had silted up, and he needed an outlet to replace it. He selected Livorno, a little village with fewer than 800 inhabitants. This happened shortly after the middle of the sixteenth century. The swamps of the neighborhood were drained, a breakwater was built, and canals were cut. Because of the canals the place came to be known as "the New Venice."

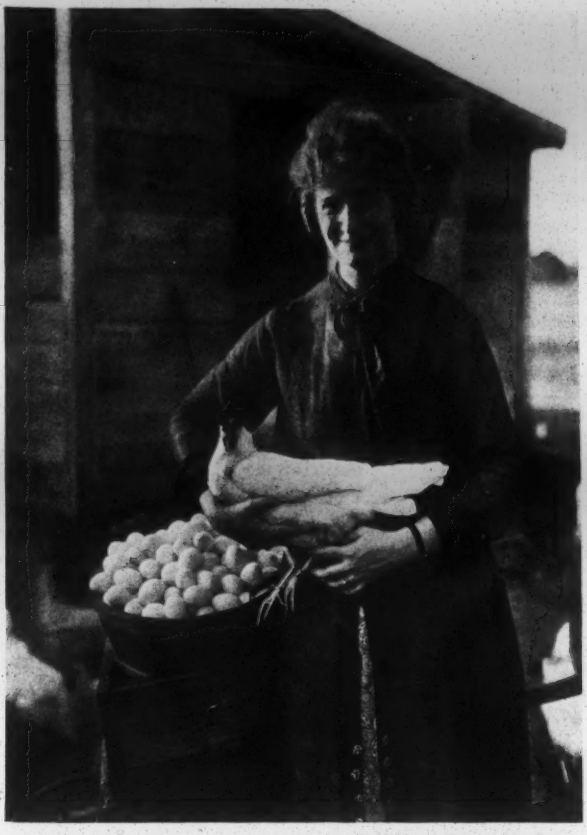
First Free Port on the Mediterranean Sea

The improved Livorno was made a free port, the first in the Mediterranean. The Medicis announced it as an asylum and invited the persecuted of Europe to make their homes there. Jews and Moors from Spain, Catholics from England, merchants from war-torn France, and Armenians from the Levant were some of those who accepted the invitation. Soon the new harbor was full of ships. Its quays were bustling with business, and its inhabitants were prosperous. It became a rival of Genoa and Marseille. To-day it is not far behind those ports in total commerce.

Bulletin No. 4, February 28, 1927.

to tell of romantic adventure and of daring in the Dark or the Middle Ages, when English kings battled ceaselessly to curb turbulent Welsh princes whose chief end and aim in life was warfare."

Bulletin No. 3, February 28, 1927.



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THE LEGHORN HEN TAKES ITS NAME FROM LIVORNO, ITALY

Leghorn hats are also named for Livorno, but in this case the Italian city has appropriated the advertising of a product which it does not make. The solution of this mystery is related in Bulletin No. 4.

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France to Improve Its Welcome to Americans at Cherbourg

AMERICANS will benefit from a project now planned in France. Engineers have drawn designs for improvements in the harbor of Cherbourg, which is the vestibule where France welcomes thousands of tourists coming to Europe each year. The improvements will permit liners to come up beside a quay to discharge passengers and freight. At present most liners transfer passengers and freight to tenders (harbor boats) which discharge them on shore.

What will Europe look like? That is the question in the minds of hundreds of Americans coming over for the first time. Cherbourg has to answer for all Europe, so it behooves France to have an attractive, comfortable harbor there. The great majority of American travelers embark at New York, and a considerable proportion of them, bound either for Paris or London, put in at Cherbourg.

If Cherbourg is one's destination, first view of land on the starboard (right) side will be of the gentle hills of rural Normandy along which the ship coasts before nosing into the harbor of quaint old Cherbourg. On the port (left) side the gaunt, drab Cherbourg breakwater looms up, a protecting arm of gray stone sweeping off to the distant shore with here and there along its course a round, squat fort.

France Comes to Meet One on Shipboard

One unconsciously expects Europe to have a different aspect from America, and in this first view it lives up to expectations. Hardly a house is to be seen on the Normandy hills, but the countryside obviously has been molded by the hand of man. Rough squares, polygons, and triangles are joined together by dark borders which one recognizes as hedges—quite like a jig-saw puzzle with the joint lines emphasized. Here and there one finally discovers drabbish patches which are the villages in which the farming folk live. Here the farmer does not live on his land, but in communities with his fellow farmers. Off to the left along the shore, houses and chimneys appear closer and closer together and merge in the distance into Cherbourg.

One's first contact with France comes on shipboard when the tender brings French immigration officials aboard. The passengers must line up in one of the main lounges of the steamship and file before these functionaries who examine passports and issue landing cards. Unless this important bit of pasteboard is presented at the gangplank the passenger is not permitted to leave the boat.

By the time the passport ceremony has been concluded, French atmosphere has invaded the boat in the form of blue-bloused and corduroy-trousered porters who scurry back and forth with their shoulder-straps transferring the Paris-bound baggage to the tender. In hiring these individuals to help him on shore the traveler summons such French as he possesses or, failing to possess any, must capture a porter and lead him by the arm to his baggage. After their baggage troop the passengers, anxious to complete the last leg of their water trip and to step on French soil.

France, the Land of Bicycles

As the tender steams shoreward one may get more intimate views of his first patch of France. The roofs and walls of the houses seem joined at every conceivable angle to one another. The moss-grown appearance of the roofs suggests

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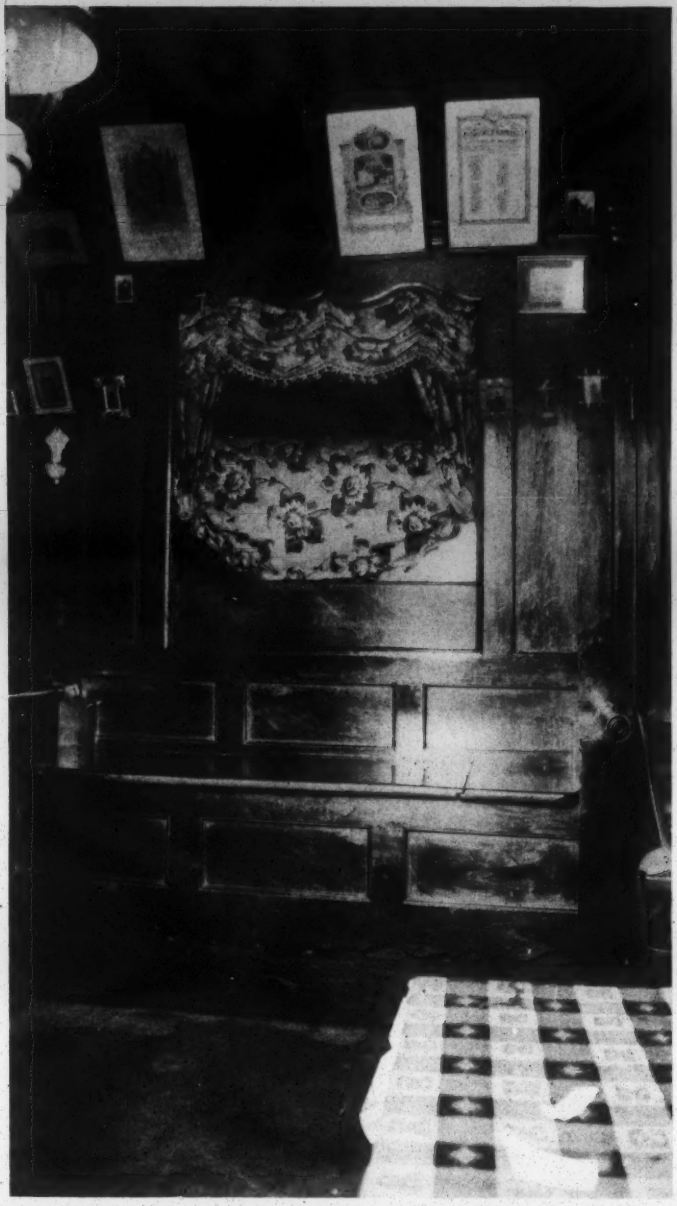

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A TYPICAL PEASANT'S BED IN THE VICINITY OF CHERBOURG

It is a sort of closet mounted upon a linen locker. The occupant climbs upon the mountainous feather mattresses, pulls the curtains or sliding doors tight shut, and goes to—suffocation (see Bulletin No. 5).

great age. The skyline is a clutter of chimney pots which extend in long rows like the teeth of combs. Two-wheeled carts lumber along, drawn by huge horses hitched tandem. The French are most considerate of their horses. Often on a rural road one sees three magnificent creatures in a row drawing a load that would be no great burden for one.

On the Cherbourg streets flocks of bicyclists pedal by. France is a land of bicycles. They are ridden by men, women and children, working girls and sedate matrons, laborers, army officers, and professors. At nearly every station one sees them piled on trucks or being passed into baggage cars.

The small, rather stubby automobiles which one first sees in Cherbourg impress one as being rather queer contrivances; but after one has dodged through the maelstrom of them in Paris their strangeness disappears.

Bulletin No. 5, February 28, 1927.

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A STEAM ENGINE THAT CLIMBS UP MOUNT SNOWDON

Wales has, within its borders, the highest mountain in the British Isles, splendid beaches and rugged scenery. But tourists do not flock there. The difficulties of pronunciation of Welsh names turn back many prospective visitors to Wales (see Bulletin No. 3).